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THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

CIVIS ROMANUS SUM?  
WERE THE ANCIENT BRITONS  
CIVILISED?The following interesting letter recently  
appeared in the London Morning Post—  
Sir—Your article "Civis Romanus  
sum" in the Morning Post of August  
18th does not in any way represent the  
Ancient Britons in accurate manner.  
The vulgar belief is that the Ancient  
Britons were a barbarous people. I  
crave your leave to submit the follow-  
ing facts:In B.C. 56 Caesar fought and won a  
naval battle in the English Channel with  
the naval forces of the Britons and of the  
Veneti. His victory over them enabled  
him to transport his troops next year  
across the Channel to these shores. His  
enemies had 220 ships of every sort and  
kind. They also had chain cables for  
these ships. Chain cables imply iron  
foundries and a considerable civilisation  
ashore. How can we reconcile Caesar's  
statements with the vulgar belief that the  
Ancient Britons were barbarians?In his Sixth Book Caesar gives an  
account of the Gauls, which is usually  
taken as applying to the aboriginal Brit-  
ons. In this book (chap. xii.) Caesar  
says: "Disciplina in Britannia reperta  
atque inde in Galliam translata esse  
estimator." And in this book (chap.  
xiii.), speaking of the Druidical practice  
of committing things religious to mem-  
ory, and refraining from committing them  
to writing, he says: "Neque fas esse  
existimus cum litteris mandare, quum in  
reliquis fore publicis privatisque rationi-  
bus (Graecis) litteris utantur," i.e., "nor  
do they consider it to be lawful to com-  
mit those things to writing, although  
commonly in other accounts public and  
private they use written characters." Some  
think that Caesar meant that the  
Druids used Greek letters. This is un-  
certain, but it is clear from his words  
that they both read and write, which  
are surely strange accomplish-  
ments for barbarous peoples.In a room in the British Museum, called  
"The Late Celtic," or "Early Iron  
Age," is a collection of articles of an-  
cient British manufacture. The exquisite  
beauty of these is astounding. Referring  
to an ancient British shield found in the  
Witham, the "Guide to the Antiquities  
of the Iron Age" (I quote from mem-  
ory) that it does not compare unfavour-  
ably with the best work of Greece. A  
strange verdict, if the makers of these  
things were barbarians.The idea that the colonising abilities  
of Englishmen are due to an infusion of  
Roman blood seems to be accepted by the  
writer of the article in one place;  
but he seems to reject it when he says:  
"For if our colonising genius is derived  
from the Roman occupation, it ought to  
be manifested even more conspicuously  
by France, to say nothing of the  
Italians."After the downfall of the Roman Em-  
pire, Scottish and Irish Gaelic-speaking  
monks travelled all over the parts of  
Europe then known, taking Christianity  
with them. The literary remains they  
left behind them were immense, and have  
only been partially explored. Various  
chairs for the study of Celtic matters,  
and various magazines for the same pur-  
pose, have been established on the Con-  
tinent. These facts conflict with the  
usually received belief that the Celts  
were barbarians. A large collection of  
Gaelic MSS. was unfortunately burnt,  
also when the Germans sacked Louvain.  
Gaelic MSS. have been found in Europe  
from Madrid to Moscow, from Louvain  
to Bohemia (Piedmont).The belief that the modern English are  
to be regarded as a Teutonic people, or  
as being in the main a Teutonic people,  
is certainly not the verdict of modern  
science. The difference between ancient  
and modern Anglo-Saxon speech is held  
to be due to the fact that the Ancient  
Britons, when they accepted the lan-  
guage, modified it, especially in the mat-  
ter of grammar, which implies that the An-  
cient Britons did not die out nor suf-  
fered extermination, but that they con-  
tinued to exist, and to speak their mod-  
ified Anglo-Saxon, and are still with us.  
They were not Teutons. The common  
view of English history appears to ignore  
this element in the population, and al-  
ways treats English history as if it were  
a history of invading nations only. That  
Englishmen may some day realise that  
some at least of their greatness is due  
to this ancient British element is my  
earnest hope.With regard to the Tillybury skull, Pro-  
fessor Sir Arthur Keith, in "Ancient  
Types of Man," p. 19, remarks that this  
type of skull "is abundantly represented  
in the population of modern England."  
On p. 13 he remarks with regard to the  
strata in which the skull was found that  
whether the period be fifteen or thirty  
thousand years, the physical characters  
of the Thames Valley have changed in-  
finitely more than those of its inhabi-  
tants. He further says in regard to the  
Tillybury man, "He belongs in all his fea-  
tures to the modern type," p. 14. "Here,  
then, is an important fact that  
thousands of years before written history  
began, there existed in this valley  
of the Thames, when the river flowed  
more than 30 feet below its pre-  
sent level, a man who in stature and in  
head form is plentifully represented  
amongst Englishmen of to-day," p. 17.  
Yours, etc.

J. G. McKAY.

33, Curzon-road, Muswell Hill, Ave. 18th.

In the Budget Committee of the Reichstag  
on August 23rd the Finance Minister made  
a statement on the financial position, de-  
claring that there was no present pos-  
sibility of re-establishing the balance be-  
tween revenue and expenditure.On September 1st the rates for week-  
end letter-telegram from Great Britain to  
Australia and New Zealand, via the Im-  
perial and Pacific Cables, were reduced  
from 8d. and 8d. to 7d. and 7d. respec-  
tively. A new daily letter-telegram service  
was also inaugurated on September 1st.NAVAL TREATY.  
JAPAN SCRAPPING SHIPS.A detailed statement was issued by the  
Japanese Embassy in London, recently,  
giving particulars of the action which is  
being taken by Japan with regard to her  
navy, in order to fulfil the provisions of  
the Washington Treaty. The statement  
deals, first, with the kind and number  
of Japanese warships for scrapping  
of which preparations have already been  
started, as the result of the conclusion of  
the Treaty, as well as the extent of the  
preparations.Warships for which preliminary work  
for the withdrawal from the Navy has  
already been completed are: Four battle-  
ships, three battle-cruisers, and three  
coast-defence ships; while warships whose  
turrets have been landed are: Two battle-  
ships and two battle-cruisers.Another section shows the kind, num-  
ber, and tonnage of warships which are  
in course of construction as follows:  
Cruisers, two (7,100-ton type), five (3,500-  
ton type), one (2,100-ton type); aeroplane-  
carriers, two (warships have been con-  
verted in accordance with the provisions  
of the Treaty, but their tonnage is not  
fixed as yet); destroyers, seven (1,400-ton  
type), four (900-ton type); submarines,  
thirteen (the tonnage of these ships is not  
published); gunboats, four (525-ton type),  
five (special service ships).The number of officers, non-commis-  
sioned officers, and men, which has been  
readjusted and reduced in conformity  
with the provisions of the Washington  
Treaty, is shown to be: Officers, 500,  
special service officers 500, non-commis-  
sioned officers and men 11,000.The final section of the statement gives  
the number of applicants for admission,  
and of those admitted, to naval schools,  
such as the Naval Academy, the Naval  
Engineering College, etc., during the last  
several years, showing great reductions  
since 1910.

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### DUTIES OF DIRECTORS.

Under the above heading the *Financial News*, in its issue of August 21st, has much to say on the moral as well as legal duties of directors of public companies towards their companies. Only yesterday news was received of a London business concern with an issued capital of two and a quarter million sterling whose £1 shares have now to be valued in terms of a few pence and which has no other alternative before it than that of a timely liquidation, voluntary or otherwise. Particularly in these days of stress and unprecedented trade depression, the position of director of public companies is by no means an enviable one. The legal liability of a director may be very small. As the *Financial News* says, the shareholders have no legal remedy against directors in respect of losses incurred by reason of any negligence on the part of a director. Wild-cat speculations, overbuying in a full market, failure to devote proper time to the conduct of the company's affairs, these do not fasten on the director of a company the liability to make good to his victims the losses they had suffered as a result of his own mismanagement and ineptitude. Unfortunately, however, the directors of many companies are still open to the objection that sufficient attention is not paid by shareholders to the choice of the right men as directors. According to the London Journal, the director of a public company is the paid representative of shareholders and he must possess three important qualifications: business capacity, knowledge and experience of the particular trade or industry carried on by his company, and the devotion of adequate time to its affairs. We agree that, as regards the first qualification, it is impossible to follow any hard and fast rule as to the business capacity of a director though it should be possible always to point out at a glance the utter inappropriateness of appointing, say, a stockbroker to the directorate of a preserve manufacturing business. There is, however, no legal provision against the appointment of a stockbroker with a fat bank balance to the directorate of a preserve manufacturing company or any other company if the stockbroker has taken a fancy for the billet. Similarly with regard to the time to be devoted by a director to the business of his shareholders. Though, as pointed out by the *Financial News*, it is not possible for the shareholders to stipulate that a Managing Director shall devote a fixed portion of his time to the work of the company, it is not equally possible for them to insist on all the directors devoting their whole time to the work of the company.

The remedy is, of course, in the hands of the shareholders themselves. They acquiesce easily in the attempt of every nincompoop, whose only qualification is perhaps a bloated average or plenty of spare cash, to enter what appears in his eyes the only avenue to fame—the directorate of a joint stock company. "It is impossible," says the *Financial News*, "to exonerate the great bulk of shareholders from a large measure of the responsibility for the defects of the present system. The apathy of a great section of the investing public is proverbial; shareholders too often fail to take an intelligent interest in their property while things are going well and satisfactory dividends are being paid, and when things go ill their intervention, which in the main takes the form of complaints at meetings, is usually too late to prove effective." This is certainly the case, as anyone familiar with the working of public companies can testify. As long as the dividends come in regularly, there is no complaint, but when the dividends cease and the goose that laid golden eggs is in deep water, the cry goes forth for the blood of the erring director.

We think the law can very well intervene to cure the defects of the average shareholders. The provisions of the Joint Stock Companies Ordinance in this Colony, which are very similar to the English Act, do not go far enough in that they do not insist on certain essential qualifications in a person who becomes the Director of a public company. As the *Financial News* says, it is not possible to define business capacity and would be manifestly absurd to insist on any particular business qualification for a Director. But it should be possible to disqualify, by operation of law, an absentee director from gracing a Board of Directors on paper. It should also not at all be difficult to penalise wild speculation and similar moral lapses on the part of Directors.—*Ceylon Observer*.

### EXCHANGE IN SEPTEMBER.

Messrs. Roza Bros. to their Hongkong exchange quotations for the month of September append the following table:—

	Silver (Ready)	Shipping	Yen	Yen	Yen	Yen
Average Rate Sept. (1923), (Approx.)	2/3 1/2	100 1/2	51 1/2	8.85		
Highest Rate Sept. (1923), (Approx.)	32 1/2	2/3	106 1/2	52 1/2	9.30	
Lowest Rate Sept. (1923), (Approx.)	30 1/2	2/3	104 1/2	51 1/2	8.25	
Average Rate to date (1923), (Approx.)	2/3 1/2	106 1/2	52 1/2	8.85		
Highest Rate to date (1923), (Approx.)	2/4 1/2	113	55	9.30		
Lowest Rate to date (1923), (Approx.)	2/2 1/2	104	50 1/2	7.95		

Upwards of 50,000 acres of forest lands in the South of France have been practically destroyed by the fire which have raged during the recent heat wave. No estimate can as yet be made of the amount of the damage.

Discussing the progress of the work at Wembley in connection with the British Empire Exhibition, Sir R. McAlpine declared that if it did not come to be classed as one of the wonders of the world, it would certainly deserve a place as one of the wonders of the Empire.

### THE SHANGHAI COTTON MARKET.

Messrs. A. B. Rosenthal and Son's Weekly Cotton Market Report says: China Cotton.—The market has had rather a more active appearance during the past week, with the general public taking more interest in the staple than for some time past and prices, however ruling the same, as compared with last week's level. The demand for actual cotton has been very good indeed, the largest part of the demand coming from local spinners. Arrivals in the meantime are increasing daily.

Under the circumstances, therefore, we fail to see any reason for taking a bearish view of the situation, and believe that the chances are in favour of higher prices, nevertheless, after a fairly steady rise of about four taels per picul in the local staple from the low level, we are of the opinion that a reaction naturally may be looked forward to.

Yard.—Fluctuations during the past week have been unimportant, and although during the early part of the week the tendency was somewhat easier, the undertone of the market at the close was steady to firm. Interior stocks are generally light and an increased demand is looked forward to in the near future.

### CHILD LABOUR IN SHANGHAI COTTON MILLS.

At the annual meeting of the Cotton Millowners' Association of China, held at Shanghai last week under the presidency of Mr. R. J. McNeil, the Chairman said in the course of his address:—

The question of Child Labour has engaged the attention of your Committee.

In November last year a joint meeting of our Association and the Employers' Federation was addressed by Mr. Sherwood Eddy on this subject. Later there was a meeting of these two bodies to discuss Child Labour following upon a letter addressed to them by the Shanghai Municipal Council, and correspondence was also exchanged with the General Chamber of Commerce and the Chinese Cotton Millowners' Association. The general feeling was that the only satisfactory method of dealing with the matter would be the introduction of legislation. Under the auspices of the S.M.C. a Commission on Child Labour is now sitting and it is hoped that their report will result in an improvement of conditions and the elimination of the younger element from the Mills.

### COTTON MILLS IN CHINA.

At the annual meeting of the Cotton Millowners' Association of China, held at Shanghai last week, it was stated that the totals of Spindles and Looms represented by Members of the Association are as follows:—

Spindles	Looms	Nationality
233,556	2,867	British
330,332	2,794	Japanese
51,628	454	Chinese
615,516	6,115	

13s. WINS 21.140.

The Second Extra Meeting of the Poona racing season will, certainly be remembered as a red-letter day by Mr. R. Khambatta, a Bombay Parsi, and should ever be famous in the history of the Turf, inasmuch as the totalisator this afternoon paid out a dividend that must be a world's record in odds.

The second race of the afternoon was for Arab ponies. Mr. Khambatta—who is a well-to-do liquor contractor—backed Kletitor because the totalisator indicated showed that not a single other punter had done so. His ten rupees for a win was the only bet made on Kletitor—and the neglected animal won easily by one and three-quarter lengths. Mr. Khambatta was staggered to find he was entitled to a dividend of Rs. 17,160. That is to say, for approximately 13s. he won 21.140. The feelings of Kletitor's stable connections, who were so badly caught napping, can be more easily imagined than described.

The enormous odds caused the race-course officials some extra work. The plate showing the result of the race and the prices paid by the totalisator had to have an extra nail hammered in to show Kletitor's five figure dividend.

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**FAMILY LIFE IN CHINA.**Mr. Chao Hsin Chu, the Charge  
d'Affaires in London, in a paper prepared  
for the Centenary of the Royal Asiatic  
Society in London made *inter alia* the  
following observations:—**DEGREE OF CONSANGUINITY.**No-one in China would marry another  
who is in the same family, and has the  
same name, no matter how distant the  
relationship and even if he could not  
trace it back. There is an unwritten law  
in China prohibiting marriage between  
people having the same family name.  
Some people marry cousins of a different  
family name, but these cases are still  
very few and they are criticised by cus-  
tom. Even a man from the North would  
not marry a girl from the South if he  
knew that the latter had the same name.  
Confucius taught: "marriage among  
people with the same family name means  
that descendants will not be numerous."  
This may be one of the main causes of  
the numerous population of China.**ADAMANTNESS OF MODERATION.**Adultery is the chief of all vices. This  
is a general saying among all classes of  
people and particularly the villagers.  
Anyone committing adultery is condemn-  
ed by relatives and neighbours, and has  
no "face" left to live in the community  
which he has associated. In the old days  
a widow, of a respectable family, did not  
re-marry: although there was no such  
prohibition by law, only by custom.  
Moderation was the great virtue prac-  
tised by Society. The State and the  
community equally admired the virtue of  
moderation. Arches of marble and wood-  
en memorials are erected in honour of it,  
and edicts or mandates are often issued  
to honour particular cases.**AN AGRICULTURAL NATION.**Agriculture is considered the most im-  
portant industry in the country. Under  
the old regime every year the Emperor in  
person ploughed the land first, and so the  
Queen attended in person to the silk  
works, both thus setting an example for  
the people to follow. Local officials acted  
similarly in the provinces and districts.  
This system can be traced back several  
thousands of years in history. The chief  
duty of a magistrate is to see that the  
farmers had good crops and the land  
taxes were duly collected in his district.  
Agricultural products, particularly food  
stuffs, were considered the most impor-  
tant for the people and rightly so. China  
should, in my opinion, remain the agricul-  
tural country which she now is. An aver-  
age family owns and cultivates its fields.  
Moreover, every villager has his own  
house, no matter how small, and his farm-  
ing implements and animals. In his har-  
vest, figured in English money, he has  
perhaps only a few guineas in value, but  
it means affluence to him. He is really happy.  
In fact, agriculture sometimes makes a  
country better and produces better citi-  
zens. There is no room for agitation,  
there are no revolutionary tendencies and  
no dynamic outbursts, and there is no  
excess. The nation remains in, or is  
kept in, static development. What we  
should aim at is to improve agricultural  
methods, to introduce new farming imple-  
ments, to extend irrigation, in order to  
avoid famine, and to regulate the rivers  
and canals in order to obviate floods.  
All this can be done in time. Meanwhile  
the agricultural life of the people should  
be continued in harmony with economic  
developments aimed at exploiting the  
wealth of the country, which will contrib-  
ute to the happiness of the community  
at large.**A CEREMONIAL COUNTRY.**Ceremony is universally observed by  
the people in China. In any given com-  
munity there are various kinds of cere-  
monies, some of them inspired by good  
ideas, though some of them are intoler-  
able. The "Kow Tow" has been  
abolished since the new regime came into  
existence, with one exception—it is  
occasionally used when paying one's  
respect to parents. This, I think, is  
quite justified. As regards the Wedding  
Ceremony the Funeral Ceremony and  
ceremonial usage at festivals and recep-  
tions, these follow written records and are  
still practised in society, but even some  
of them are modified and are less com-  
plicated nowadays under the Republic.  
China, however, is an ancient country,  
permeated with formalities, and therefore  
no matter what change there may be in  
the form of Government, will remain a  
ceremonial country, and this largely helps  
to maintain the social fabric therein.**FRINDSHIP.**The maintenance of friendship is prac-  
tised largely in the community. It is  
imperative to keep a promise. I can cite  
one case in history. In the Dynasty of  
Han, two youths, one named Chang and  
the other Fan, both studied in the same  
University, and when they departed Fan  
asked Chang to pay him a visit in his  
village after the lapse of two years. The  
appointment was made for a given day,  
though the distance between the two  
friends was very remote, while the means  
of travel was not convenient. When the  
day came Fan asked his mother to kill a  
chicken and prepare tea for the guest,  
but his mother enquired whether he had  
received a letter from Chang, saying  
him of his coming. Fan replied: "No,  
it was a promise of two years ago; and  
I trust my friend, who will not disap-  
point me, I am sure." This is only oneillustration—you will appreciate the  
significance of friendship much more if  
you read Chinese history and live in  
China to observe its practice. So-called  
life and death friendship exists between  
some people—one may be ready gladly  
to die for his friend when duty calls; he  
is not afraid of jumping into the fire on  
falling by the sword.Friendship, in its highest aspects in  
also practised on lines which merit ad-  
miration. The man who becomes rich  
never forgets his friend who is poor, and  
the man who attains high rank never  
alters his demeanour or changes his man-  
ners when he meets a friend who has  
remained in humble life.**INDUSTRY AND THRIFT.**Industry and thrift represent the prac-  
tical life of the people at large in China.  
They work hard and they never complain  
of hard work, and of what they earn they  
save a large part for any emergency. I  
will give you a quotation from the Clas-  
sics:—"One year's good harvest will per-  
mit a reserve of food for three years, and  
three years' consecutive good crops will  
save food for nine years." This is an  
example drawn from agriculture, so you  
can imagine how the people work and  
earn and save in China.**CONTENTMENT.**The people are easily contented. What  
they want is simple living, even the bare  
means of subsistence; they do not trouble  
very much about luxurious existence.  
I can give you an anecdote in point. A  
man was brought up in the wilderness,  
where the weather was exceedingly cold.  
One day he went out into the sunshine  
to get warm and he enjoyed it, but  
thought that its existence was a secret,  
so he rushed to the palace to tell his King  
about it. This is only a little illustration,  
of course, inapplicable to modern life but  
the underlying idea still exists, showing  
that the people are simple and content.  
Confucius taught: "One who is content  
is never in embarrassment." According  
to classical teaching, happiness is to be  
sought in the individual mind, and not  
in material conditions and surroundings.  
In other words, the individual should be  
satisfied with his worldly lot. Hence the  
popular acceptance even of poverty and  
humble position. The poor man looks for  
his happiness in himself. The content-  
ment of the people in general is a great  
contribution toward the maintenance of  
the national well-being and the avoid-  
ance of internal troubles.**CONDEMNATION OF MILITARISM.**A common saying is: "A good son does  
not want to become a soldier." There  
are four classes of people in China,  
namely, Scholar, Farmer, Labourer, and  
Merchant. There is no room for the  
soldier class in the community. The  
people are lovers of peace and tranqui-  
lity. Mencius says:—"The best fighter  
should receive capital punishment."  
Militarism was looked down upon in his-  
tory. The Militarists and bandits at pre-  
sent in China are the worst type and are  
looked down upon by all the four classes  
of people. Still, according to history,  
but elements in society always only exist  
for a short period of time. They will  
sooner or later be overthrown by the  
leaders of the Civil classes and then the  
Golden Age will appear.There are many other factors, though  
I cannot enumerate them all, owing to  
considerations of time, and I regret that  
I am compelled to omit more especially  
those which are subject to criticism.  
Thus, it is suggested that sometimes too  
much attention is attached to family  
relationship to the disadvantage of public  
obligations. But, after all, the country  
has been able to carry on for thousands  
of years, and hence the family life on  
which the social fabric has been built up  
must contain something really good and  
worth perpetuation. It is for this reason  
that I more especially ask you to con-  
centrate your attention on its good points.  
I have endeavoured to make it clear that  
the family unit system in China is quite  
different from the practice in other coun-  
tries, especially in the West, where I  
believe the State comes first and family  
afterwards. Still, however much I re-  
nounce the Western point of view, I could  
not advise any attempt to break up the  
social system on which our national life  
has been built up. What we should do  
is to enlarge the idea of family relation-  
ship—broaden it into the public interest.Let me refer you, in conclusion, to  
the teaching of Confucius on this point.  
Taking the individual as a unit, he taught  
that one must make himself good in order  
to set an example for the members of  
his family to follow, so that they as a  
family might also be good. His family  
would then set an example for other  
families to follow, and then when all the  
families in the country, one by one, could  
be so characterised, the land would be  
well-governed. The same principle could  
be applied, of course, to make the world  
good, since one good country would set  
the example for the others to follow. Fol-  
lowing this teaching, the Chinese family  
relationship should be enlarged into a  
State relation. We should keep our old  
system, with modifications suitable to  
Chinese conditions, always remembering  
that it is the family structure upon which  
the Chinese social fabric has been his-  
torically constructed. To that end, we  
Chinese welcome the sympathetic atten-  
tion and the kindly interest of other  
countries, since if in any way they can  
make our task easier, they will not only  
benefit us, but the world at large.**SENSATIONAL ARMS TRAFFIC  
CASE AT SHANGHAI.**ALLEGED CONSPIRACY WITH ADMIRAL  
STARK AND OTHERS.**DEFENDANT GIVES EVIDENCE.**The U.S. Court for China (Judge C. S.  
Lebinger on the bench) sat until 7 o'clock  
on September 27th hearing evidence in  
the conspiracy case against Laurence D.  
Kearny.The charges were:—  
For that he, on November 22nd, 1922,  
and upon several days thereafter, at  
Shanghai, in the Republic of China, did  
unlawfully, wilfully, knowingly, mul-  
taneously and feloniously conspire, combine,  
confederate and agree with one Admiral  
Stark, George A. Mayer, Harry Horowitz  
and Y. T. Foo and others whose names are  
unknown to commit an offence against  
the United States of America, to wit know-  
ingly, unlawfully and feloniously trade  
in contraband articles of merchandise, to  
wit: machine-guns, bayonets, rifles, car-  
tridges, pistols, revolvers, field artillery  
pieces and other arms, ammunition and  
munitions of war in violation of treaties  
between the U.S. Government and the  
Government of China.Also, in pursuance of said conspiracy,  
did agree, contract, covenant, bargain  
and trade with one Admiral Tu and the  
agent of the said Admiral Tu for the  
sale and delivery to him of contraband  
articles of merchandise.Also on or about aforesaid date, on  
behalf of the vessel of Admiral Stark's fleet  
lying near Woeung Forts, did purchase  
from the said Admiral Stark said arms,  
ammunition, etc., and did transport and  
deliver same to Admiral Tu at Nanking.Mr. L. Ruxar (District Attorney), pro-  
secuted, with Mr. Stirling Fessenden.  
Defendant was represented by Messrs.  
C. S. Franklin and F. P. Fallon.**DEFENDANT'S EVIDENCE.**Giving evidence, defendant said he was  
61 years old and came to Shanghai in  
1918. He had been in the Far East forty  
years, up and down the coasts of China.  
At one time, said Kearny, he was navigat-  
ing officer in the Chinese Imperial Navy.  
He had worked for the Shanghai Tug and  
Lighter Company, the Standard Oil Co.,  
started a steamship company of his own,  
inaugurated the China Credit and Inter-  
national Bureau and mentioned several  
other enterprises. Last year he started  
the Kearny Company.Detailing his history up to the time  
of his re-engagement with the Chinese  
Admiralty as Adviser, at Nanking,  
Kearny said that Admiral Tu gave him  
the job because of his former connection  
with the Chinese Imperial Navy. He was  
offered \$300, allowances and expenses and  
after some consideration accepted the  
post.**CONFERENCES WITH ADMIRAL TU.**Kearny said that he had several confer-  
ences with Admiral Tu regarding the  
Russian refugees of Admiral Stark's fleet.  
He said he found out through secret  
sources that the Russians were selling  
arms and ammunition to anybody that  
wanted to buy them—to sampan men and  
anybody.He saw Admiral Stark and told him  
that the Chinese Navy had instructed him  
to tell him that he could not sell any more  
arms and they were going to confiscate  
the arms. Admiral Stark asked him if  
the Chinese Navy would pay for them and  
he said he did not know, but he thought  
they would pay him for supplies of oil  
and coal, etc.Admiral Stark could not talk English,  
continued Kearny, and Horowitz, whom  
he had employed as interpreter, could not  
talk Russian. The interpretation was  
done by Capt. Forman, chief of the staff  
of the Russian Fleet.Kearny said that he knew, together  
with the Chinese Navy officials, from  
secret service information that various  
agents of Southern factions were trying  
to buy the arms and ammunition from  
Admiral Stark and were prepared to send  
the boat to Amoy, which was at that  
time fighting against the Central Govern-  
ment. Finally, Kearny told Admiral  
Stark that they could not buy the arms,  
etc., but would pay him money for oil,  
coal and supplies.Capt. Chu, of the Chinese Navy, ad-  
vanced Admiral Stark some money on a  
Cadillac motor-car which the Fleet had  
on board, and the same night \$25,000 was  
paid to defendant, \$15,000 of which was  
handed to Capt. Forman. The motor-car was  
now at the Kiangnan Arsenal, said  
Kearny.In a long statement, Kearny mentioned  
he was told by Admiral Stark that  
Horowitz had made an offer of \$250,000  
for the arms provided he got 25 per cent.  
of the proceeds.**"NOT ONE COPPER CASH."**Kearny was interrupted by the Judge  
and in reply to a question stated emphati-  
cally that he had never paid one copper  
cash to the Russians. The eloquent were  
not paid in gold to anybody. They were  
sent from Nanking and Capt. Chu  
endorsed them. Five cheques making a  
total of \$250,000 were sent altogether.  
Capt. Forman received the money.  
Most of the guns, said Kearny, were  
rendered useless by the Russians. They  
had taken off the blocks and had thrown  
them into the sea. The only thing he  
bought was a range-finder for Capt. Chu,  
for which he paid \$200, and which was  
worth \$2,000.Mr. Franklin: Was there any secret  
about the transfer of these arms?—No the  
police, the Harbour Master and every-  
body knew about it.  
Admiral Tu had never been in Shang-  
hai, continued Kearny. There was an  
agreement between him and General Ho,  
Defence Commissioner of Shanghai, that  
the headquarters of the Chinese Navy,  
South Division, would be at Nanking.  
Admiral Tu and General Ho did not get  
on well together.  
(Continued at foot of next column.)**THE "RANEE" DISASTER.**OWNERS OF LOST VESSEL WIN  
LITIGATION.**CAPTAIN'S BREACH OF DUTY.**"I do not want to say anything to cause  
greater pain to the Captain of the *Ranee*  
but that is necessary. No doubt his eyes  
conscience has severely punished him for  
his breach of duty; but I can accept in no  
way as an extenuation of his conduct the  
fact that he was overworked and was  
obliged to snatch sleep when he could  
get it. If he was unable to do his duty  
so as to safeguard the lives of his crew  
and passengers, and the safety of other  
people using the sea, he had no right to  
assume command of the vessel at all. It  
is perhaps, apparently, a hard thing to lay  
down, but unless such a rule prevails the  
safety of people at sea would be imperilled  
in a way that would be most improper."  
With these words the Chief Justice, Sir  
Walter Shaw, in the Supreme Court gave  
judgment for the owners, master and crew  
of the Straits Steamship Company's steam-  
er *Ranee*, against the owners of the Siam  
Steam Navigation Company's *Borabot*.The action was the sequel to the sinking  
of the *Ranee* in collision with the *Borabot*  
on the night of March 14th off the east  
coast of Johore when fifteen of the *Ranee's*  
crew and sixteen of her passengers lost  
their lives. Captain C. Vayll Robinson,  
the Senior Naval Officer, sat with the  
Chief Justice as Nautical Assessor. The  
plaintiffs were represented by Mr. C. Dick-  
inson, and the defendants by Mr. E. A.  
Stevens.The evidence taken at the Marine Court  
of Enquiry following the disaster was, by  
agreement, taken as the basis of the pro-  
ceedings. The suggestion that the action  
of the Chief Officer of the *Ranee* was pri-  
marily responsible for the collision was  
made by counsel for the defence, but His  
Lordship, in the course of his judgment,  
completely exonerated the *Ranee* and her  
officers from blame.His Lordship made an order condemning  
the *Borabot* for the account of damages  
found by the Registrar upon enquiry to be  
sufficient.**THE CROSS-EXAMINATION.**Cross-examined by the District Attorney,  
the witnesses were asked what he made  
out of "this little job."Witness: I got \$3,500—a bonus.  
Does this little job with the Russian  
fleet come under the classification of  
"extras"?—I should think it did.You say you reported this matter to  
the police and Customs—I did report  
the matter to the police, but the Customs  
know. I have never found them very  
much asleep yet.Pressed to enlarge his statement that  
he reported the dealings of the arms  
traffickers on the Russian ships to the  
authorities, Kearny said 750 Mills bombs  
were brought into Shanghai. Det. Insp.  
Givens had that case, because witness gave  
him all the information.So you say, with reference to your  
position as adviser to the Navy, that they  
are in need of a qualified nautical man  
like yourself?—(Witness: I should think  
they are. They need some one, and did  
they not, they stopped me from  
going.) (Laughter.) He said I could go  
when they wanted a Chinese ship the other  
day taken to the relief work.The District Attorney: Unfortunately  
this trial had to take place.  
Kearny went on to say that the  
Chinese Navy could get no other Ameri-  
cans to take up this advisory work  
during his absence. They saw that every-  
body was getting into trouble.**NO MORE ASHORE.**The District Attorney: Does Admiral  
Tu think a lot of you, and are you sure  
he appreciates your work?—(Witness: I  
have never had any trouble with Admiral  
Tu. True, I have not had much to do  
with them lately. As soon as I get my  
hands cleaned I am going to take com-  
mand of a ship—and I will never stay  
ashore again.) (Laughter.)Reminded by the District Attorney  
that the witnesses for the prosecution had  
stated that Admiral Tu was in Shanghai,  
witness ejaculated, "They are lying.  
Those bums don't know the difference in  
rank between an admiral and a general.  
I say that they are nothing but a bunch  
of bums. Cochran was never anything  
but a beach-comber. Why should I intro-  
duce a bum like that to an admiral, sup-  
posing one was with me?"Did you ever give Horowitz a letter,  
Mr. Kearny?—No.**TELLING "THE WORLD."**Was he in your confidence?—I'll tell  
the world he was not.  
You are not lying?—I am not a double-  
crosser. I can prove that one of those  
men is a crook, a liar and a gambler.  
He can bring an action for libel against  
me, if he likes. I can prove it. The  
police know that he is a crook. He is a  
gun-runner at Chungking. (Sensation in  
Court.)On being called to order by the Court,  
witness declared that he could not help  
feeling indignant when that class of men  
were brought against him as witnesses.The District Attorney: You prefer  
that I should pick my witnesses?—I  
prefer not to have beach-combers and  
crooks against me as witnesses. Of course,  
I take exception. It looks as if the Dis-  
trict Attorney had tried to make a good  
thing out of it after all. I don't like to be  
advertised in the papers even before I was  
arrested.The case was at this stage (7 p.m.) ad-  
journed.—Shanghai Street.



## BOARD OF EDUCATION.

## THE APPOINTMENT OF TEACHERS.

The Board of Education met in the offices of the Sanitary Board, Post Office Building, yesterday afternoon.

The Hon. Mr. E. Irving (Director of Education) presided over an attendance consisting of the Inspector of English Schools (Mr. E. Ralphs), the Inspector of Vernacular Schools (Mr. R. A. D. Forrest), the Rev. T. W. Pearce, the Rev. A. D. Stewart, and Messrs. B. Wylie, H. Dowbiggin, S. W. Tsao, A. F. R. Silva Netto, U. Runjahn, and the Secretary, Mr. W. P. Law.

The CHAIRMAN said the Board would be interested to hear that the Government had made a grant of a piece of land, above the Union Church, for the new St. Paul's Girls' School. When completed, the building would be able to accommodate 1,000 girls, and should prove a great relief to the congested state of the Chinese girls' schools in the Colony. The Bellios School had been overflowing for many years. He was very glad to see this new development.

The Government had also provided land for a new school at Cheungshan. The scheme had been under consideration for some time, and now the provision was to be made in the next estimates.

## CONCERNING TEACHERS.

Mr. WYLIE, speaking with regard to the staff of the British schools, said he understood that, according to next year's estimates, they should have 24 assistant masters, and 22 mistresses. At present they had 16 assistant masters, leaving a deficit of eight, and 21 mistresses, a deficit of 11. Could they expect these appointments to be filled by the New Year?

The CHAIRMAN replied that Mr. Wylie had not given him formal notice of the question, and he had been unable, therefore, to circulate it. The facts were as stated, and although their staff now greatly exceeded the estimate for this year, it was considerably below the estimate for next year. He hoped the situation would be improved before the New Year, and pointed out that they had brought out several teachers already and he hoped more were to follow.

Mr. WYLIE then asked who appointed the teachers who came out to Hongkong.

The CHAIRMAN replied that the appointments were made by the Colonial Office, after consultation with various other bodies.

Mr. WYLIE: I take it the Colonial Office is aware of the type of teacher required?

The CHAIRMAN: Yes.

Mr. WYLIE said if that were so he would like to draw the Chairman's attention to the case of a kindergarten teacher sent out here recently. This teacher had been trained to teach the Montessori system, and in Hongkong they taught the Froebel system. He was not objecting to this particular teacher or to the Montessori system of teaching, but he thought the principal was bad, and would like to know what it was intended to do about the matter.

The CHAIRMAN said he must ask for notice of the question. He was not prepared to answer it at the moment, and was not sure that the facts were exactly as stated.

Mr. WYLIE then gave formal notice of the question, which will be answered at the next meeting of the Board.

## AN UNREPORTED CASE OF SMALL POX.

## MEDICAL OFFICER OF HEALTH PROSECUTES.

Dr. W. W. Pearce, Medical Officer of Health for Hongkong, appeared at the Magistracy yesterday morning for the purpose of prosecuting a Chinese living at 3rd Street, for failing to notify a case of small pox as required by the By-laws of the Public Health and Buildings Ordinance.

The defendant pleaded that he had gone to the country and did not come back to Hongkong until some time after the death, and there were only some women in charge of the house when he was away.

Dr. Pearce explained that the defendant was the grandfather of the child and that his son had gone away to the country and as the defendant was actually living on the premises when the summons was served he prosecuted him. In this case he only got to know of the case of small pox when he was asked to ascertain the cause of death, which was decidedly a case of small pox. The defendant, answering the Magistrate, said that during his absence his daughter-in-law and her mother were in charge.

His Worship (Mr. Melbourne) decided to adjourn the case sine die in order that Dr. Pearce might take out a summons against the woman if he thought fit, or to take whatever action he pleased.

## THE ETERNAL TRIANGLE.

## WOMAN'S APPEAL TO MAGISTRATE TO SECURE MAINTENANCE FROM HER HUSBAND.

A respectable looking Chinese woman appeared in Mr. J. R. Wood's Court yesterday morning, accompanied by her three sons, and made an appeal to the Magistrate that her husband should be ordered to pay for her maintenance. The husband's name is Mok Lu Ming. He is also known by the name of Felix Mok and he and his second wife, a German who gave the name of Ella Mok (née Schreyer) were present in Court.

The husband in reply to questions by the Magistrate said that he had paid his Chinese wife maintenance money, the last payment being on the 7th August when he paid her \$15. He was not living with his first wife. His wife had only recently come down from Canton.

The Magistrate: She asks me to make an order that you provide her with maintenance. Is there any reason why I should not make that order?

The defendant said that on September 28th he and his Chinese wife went to see the Secretary for Chinese Affairs in connection with the same thing, and the S.C.A. decided that his wife should go back to the country and live with her father-in-law, and that he was to provide her with \$10 a month. As regards his three sons they were to be left in Hongkong and he was to be responsible for their Chinese education.

The Magistrate: Have you any employment now?—I am running a night school.

How much are you earning monthly?—\$20.

The Magistrate told the woman that in view of her husband's income that he would make an order for \$10 maintenance to be paid each month, but if she found out that her husband was earning more she could place the matter before him again.

The woman strongly protested that this amount was not enough and left the Court protesting, her eldest son practically dragging her out of Court. Outside the Court she burst into tears and she soon had an audience of Chinese women round about her. She told them between her sobs the cause of the strange event. Sometime ago, she said, her husband went to Germany to study German business methods. He stayed there for a number of years and there he met his second wife. Before his departure to Germany he made a vow to his first wife that his affection for her was steadfast. She, on her part, agreed that if he came back wealthy she would have no objection to him taking a Chinese concubine. But in his vow he had failed. She was now in financial straits. Her eldest son was now at work but her second son had been compelled to take up a position as a servant boy so as to help with the family income.

The audience was full of sympathy for the poor woman who went away with her sorrow apparently unassuaged.

## CHINESE CONSTABLE SENT TO PRISON.

## FOUND ASLEEP ON DUTY TWICE.

A Chinese constable named Man Ho, No. C. C. 354, was sent to prison yesterday by Mr. Melbourne for fourteen days for having been found asleep on duty on two separate occasions, the 30th September and the 2nd October.

The constable pleaded "not guilty," saying that there were no seats for him to sit on whilst he was on duty and that he could not sleep standing up.

Sergeant S. T. Gough said that on the 30th ult. he went from the Central Station charge room to the cells at 6.30 a.m. and there he saw the defendant, who was on duty inside the grill lying against the wall asleep. He shouted twice to him "Lukong," "Lukong" before the defendant woke up. He then came and opened the grill gate.

On the 2nd October, continued the Sergeant, at about 1.45 a.m. he looked through the iron grill and saw the defendant leaning against the wall fast asleep. He looked at him for 30 or 40 seconds before waking him up. The defendant seemed surprised when he was usually awakened from his slumber.

Mr. D. Burlingham, Assistant Superintendent of Police, prosecuting, said the defendant's record for ten months' service could only be described as "disgraceful." From the 18th December 1922 there were 16 reports against him.

The Magistrate ordered the constable to be sent to goal for seven days on each count.

## WEDDING.

## COLLISON—McNEILL.

The wedding took place at the Union Church yesterday afternoon of Mr. Benjamin Noel Collison, of the Hongkong and China Gas Co., Ltd., second son of Mr. and Mrs. Collison of Tonbridge, Kent, and Miss Jessie McNeill, second daughter of Mr. Duncan McNeill, formerly on the staff of the Taifoo Sugar Refinery, residing at No. 5, Minden Villas, Kowloon. The Rev. J. Kirk Macdonald officiated at the ceremony.

The ceremony was attended by a large number of friends of the bridal party and, as the bride entered the church with her father, Mr. Collison played Lohengrin's "Bridal March." The bride wore a dress of embroidered sage-blue charmeuse over silver gray lining with black picture hat to match. Her bouquet was of larkspur, white heather and maiden-hair fern. Mrs. Herbert Sutor, of Shanghai, sister of the bride, was matron-of-honour, and wore a dress of rose crepe-de-chine with an overdress of French silk fluted lace. Her bouquet was of Honoluh creper and maiden-hair fern. Mrs. Sutor was accompanied by her small son, who was in a suit of sage-blue crepe satin. He clasped a black cat "for luck." The best man was Mr. W. McNeill, a brother of the bride.

Mr. Collison played Mendelssohn's Wedding March as the bridal party left the church. A reception was later held at the Hongkong Hotel. The newly married couple are to spend their honeymoon in Shanghai.

## ALLEGED EXTENSIVE BANK NOTE FORGERIES.

## SIAMESE BANKNOTES INVOLVED.

A serious case of alleged forgery was mentioned at the Magistracy yesterday morning, when a Chinese man and woman were charged with having been concerned in the forging on an extensive scale of Siamese bank notes and Chinese bank notes.

Sometime ago Inspector Murphy raided a house at No. 108, Portland Street, and found extensive plant in the house, including dies, copper plates and printing paper and also a large quantity of Siamese and Chinese bank notes which are believed to have been forged.

Inspector Murphy asked for a formal remand of the case and his Worship put the case back to the 9th inst., allowing the female defendant bail of \$10,000 and the male defendant bail of \$20,000.

## BANGKOK OUTRAGE.

## BANK SHROFF SHOT IN PUBLIC STREET.

The following is from the Bangkok Times of the 17th ult.:

This morning a shroff of the Hongkong and Shanghai Bank was shot dead by one of a gang of armed desperadoes within a stone's throw of the Grand Palace in Bangkok.

Four shroffs from the local agency of the bank and a coolie went by launch with several thousand dirty one-fical notes to exchange them at the Treasury. The dirty notes were packed in a gunny bag. At the launch, the coolie carrying the sack, and were walking the short distance between the landing and the gate leading to the Treasury, when the attack was made. Drawn up one side was a Ford motor car with its engine running, and five men near it. As the coolie passed one of the men hit him on the calf of the leg with a stick and another held a revolver in his face. The coolie stumbled and ducked his head to get away from the muzzle of the revolver, just at the moment when the revolver was fired, the bullet going through the flesh at the top of the shoulder. One of the shroffs, by name Nai Pleng, pluckily threw his arm round the neck of the man with the revolver, and the gunman fired again twice. Nai Pleng fell to the ground mortally wounded with two bullets in his chest, one on each side. In his hand was the hat of his murderer. The other shroffs, having the bag containing the notes and were trying to get it into the motor car when a ricksha coolie rushed to the assistance of the shroffs, who were able to regain possession of the sack.

The whole affair lasted but a very few moments and although there were a number of people about, including Marines and members of the Palace Guard, no one except the ricksha coolie ventured to help. The car bore the number 180, it is said, that the gang were gathered round the body of the murdered man, who died where he fell. In the scuffle which took place the ricksha coolie and one of the shroffs were hit with sticks. The gang left a large knife wrapped in a newspaper behind.

No member of the bank party was arrested, with the exception of Nai Pleng, who had a knife-dagger in his pocket, but the attack was so sudden that the poor fellow was unable to use it. The gunny bag of notes was taken back to the launch and brought back to the bank.

The police are of the opinion, we gather, that the gang are not Bangkok men but from the bank party is able to give a description of the gang which will help much in the search for them. The whole affair was over in such a short space of time that identification of anyone is a particularly difficult matter.

## NOVEL POLO GAME AT CAUSEWAY.

## "WILL O' THE WISP" GAME IN THE DARK.

Those people who passed Causeway Bay light night and who were not aware of what was happening on the polo ground must have had their curiosity strongly aroused, for the sight of galloping ponies, mounted by persons in either white or black clothing and flitting from shadow to shadow over a section of the polo ground, must have appeared both weird and uncanny. If they heard the riders whooping themselves hoarse they must surely have been reminded of the tales of the Indian scalp hunters on the war path, and, when they saw the large luminous ball which these "wild Indians" pursued they must have been reminded of the strange stories of olden days, when "Will o' the wisp" haunted the marshes of the old country. A closer investigation by the astonished onlooker revealed the fact that these strange happenings were nothing more than some of our polo enthusiasts engaged in a few chukkas of polo in the dark after dinner. The Hongkong Polo Club were entertaining the Shanghai Polo Interport team, and the entertainment was being carried out in a right royal manner. For this purpose a portion of the ground at the North end had been picked out; coloured lights and Chinese red and yellow lanterns being used for the purpose. Improvised goal posts were also picked out in the same manner. The Club house itself was resplendent amidst a red glow of electric lights. The headlights of many motor-cars present were used to lend additional light to the playing pitch. The teams comprised four players in white mess jackets on dark ponies against four players in black dinner jackets and mounted on gray ponies. Those in white mess jackets defeated those in black after a very amusing and interesting game.

Dinner was served on the verandah in front of the Club house and a large number of well-known Hongkong people were invited to meet the Shanghai team. On the centre table of the three rows of tables were placed the polo trophies, these being the Kowloon Cup, which was won on Saturday by the Shanghai team in the interport match, and the K.O.Y.L.I. Cup and the Navy Cup.

Amongst the guests who sat down to dinner were: Sir William and Lady Rees-Davies, Major-General Sir John Fowler, K.C.M.G., C.M.G., D.S.O., the Hon. Mr. A. G. Stephens, the Hon. Mr. P. H. and Mrs. Holyoak, the Hon. Mr. A. G. M. and Mrs. Fletcher, Mr. Percy Cox and many others.

At the conclusion of the dinner the toast of the Patron of the Club (H.R.H. the Prince of Wales) was drunk, this being proposed by Major-General Sir John Fowler. While the toast was being honoured an autographed photograph of His Royal Highness was hung over the table. Mr. Boyd also proposed the health of the Shanghai team, to which Mr. McMichael responded with a few comments on Saturday's game, including a kind criticism of the Hongkong players, which was much appreciated.

During the evening Mr. Gonzales band played a delightful selection of music.

## FATHER MELOTT'S MURDER.

## WHY NO INDEMNITY IS TO BE ASKED.

The Italian Legation at Peking has issued the following statement:—The news published by some papers that the Italian Minister has asked the Chinese Government to pay \$70,000 as indemnity for the Rev. Father Melotto's murder is without foundation.

According to the ancient principles which govern the Catholic Missions all the world over, no indemnity must be asked for the death of a missionary which adds his name to the other martyrs of his faith. It is incorrect too to state that the matter is being settled with the Chinese Government through the channel only of the French Minister. The French Legation has taken an interest in the question since the time when Father Melotto was seized, because the Catholic Mission at Hankow, to which he belonged, is under French protection. The Italian Minister, however, has on his side called the attention of the Waichiaupai to the matter, considering that Father Melotto was an Italian subject and the Italian Government has shown interest by asking the Chinese Authorities persistently and repeatedly to release the unfortunate missionary.

The negotiations with the Waichiaupai to settle this matter are consequently being conducted at present by both Italian and French Legations.

According to a report from Geneva, a mysterious Bolshevik agency has been unearthed at Geneva, with correspondents in various parts of Italy, which aims at preparing a Bolshevik revolution. The organization was conducted from Moscow. The principal agents in Geneva, and a number of Communists in other centres, have been arrested.

## REQUISITES OF THE MODE

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## CABLES.

LATEST CABLES.  
[THROUGH KUTER'S AGENCY.]

## IMPERIAL ECONOMIC CONFERENCE.

## EMPIRE PREFERENCE DISCUSSION.

LONDON, October 2nd.

Replying to Sir Phillip Lloyd Grenne's speech at the Economic Conference, Mr. Mitchell (India) stressed India's almost limitless potentialities as a market. General Smuts (South Africa) contended that Great Britain should be able to give the Dominions such additional preference on a number of articles as would assist tremendously in developing the Empire's resources without departing from the settled fiscal policy. He said this could be done without taxing foodstuffs and essential raw materials, and intimated the willingness of South Africa to reshape her policy in order to make preference mutually beneficial. He urged the importance of developing the African continent, which was capable of producing practically all the raw materials Great Britain needed.

Mr. Mackenzie King (Canada) advocated the removal of Government control from industry as far as possible, in order to enable the movement of men and money throughout the Empire.

Mr. Massey (N.Z.) emphasised that migration and preference went together. He said there were many overseas countries, not merely Dominions but Crown Colonies also, with the sparsest European population, which were producing the smallest amount compared with what they ought to produce. Mr. Massey insisted that greater preference would encourage production.

## IMPORTANCE OF COLONIES AND PROTECTORATES.

Mr. W. Ormsby Gurne, on behalf of the Colonies and Protectorates, pointed out that this was the first time they were represented. In the course of a recital of a summary of facts impressing their importance, he showed that the population of the Colonies and Protectorates exceeded fifty millions. He dwelt on their enormous potentialities as sources of supply for raw materials and as markets for imports. He declared that Great Britain was specially alive to the need for becoming less dependent on America for cotton, sugar and tobacco, and mentioned as an example of diversion of Empire products that hardly an ounce of copra from Samoa was shipped to British ports, as it was practically all bought for Hamburg and utilised in Germany.

## EARLIER CABLES.

## EMPIRE PREFERENCE UNDER CONSIDERATION.

LONDON, October 2nd.

The Imperial Economic Conference opened in the Cabinet offices at Whitehall, and was adjourned till Thursday after a two-hour sitting. Sir Lloyd Grenne in an opening speech briefly reviewed the economic situation, and the tasks of the conference. Mr. Mackenzie King, Mr. Massey, General Smuts and Messrs. McGrath, Warren, Innes and Ormsby Gurne made speeches in reply.

Dealing with Imperial preference, Sir Lloyd Grenne said that any increase the Dominions were able to make in the rate of preference would be of real value to Britain. It was already established in principle in its own more limited fiscal system, and would certainly approach the question with a strong desire to increase mutual trade, ready and willing to take what action was possible to secure that end.

Sir Lloyd Grenne dwelt on the urgency of Britain developing new markets overseas. The Conference must work out a scheme of credit facilities and financial co-operation with a view to accelerating the development of the Empire at the time of our greatest need. He concluded by suggesting the establishment of an advisory body to discuss matters arising out of decisions of the Conference and the action necessary to give effect thereto.

## LATEST CABLES.

## TROUBLED GERMANY.

## POLITICAL STORM THREATENING.

LONDON, October 2nd.

The action of Herr Stresemann's own Party, namely the German People's Party, in submitting demands to the Chancellor, has resulted in the political situation becoming considerably worse during the past few hours.

One Party, of which the leader is Scholz, objects to the presence of Socialists in the Government and has requested the Chancellor to re-shuffle the Cabinet and include representatives of the German National Party, also to alter the eight hour day law.

Scholz has threatened to put on the screw if his demands are rejected, by opposing the Cabinet's Bill, which seeks full powers in economic and financial matters, without Reichstag sanction.

The Social Democrats oppose any interference with the eight hour day, and the entry of German Nationalists into the Government.

The German National Party has issued a statement that it will not participate in any revolutionary movement.

The Minister of Economics, Herr Baumbach, has resigned.

The Cabinet was still sitting at one o'clock this morning, when it was reported that the outlook seemed a little less dark. In the meantime, the Reichstag meeting fixed for yesterday afternoon has not been held.

## KUESTRIN AFFAIR NIPPED IN THE BUD.

BERLIN, October 2nd.

An official statement, as regards the Kuestrin affair states that many youths in the districts around Berlin last week volunteered to join the Reichswehr. Their motives, however, were suspected and warnings were issued threatening vigorous steps against agitators.

A warrant was issued for the arrest of the leader of the movement, ex-Major Buchdrucker, who, when he saw that his plans had been frustrated concentrated his supporters, who concealed themselves during the night time on October 1st in an old fortress and works at Kuestrin.

Buchdrucker later ordered the occupation of the principal points in the town and attempted to negotiate with Colonel Jadorius, who immediately ordered the arrest of Buchdrucker and his escort. Troops mobilized and the Rebels were shut up in the court yard. One soldier was killed and two wounded, while three were slightly injured.

The besieged Rebels, numbering some 281 including 13 leaders then surrendered, relieving a body of thirty men who also captured a further two hundred Rebels and arrested Daberitz.

The opinion is ventured that the movement has been nipped in the bud.

## EARLIER CABLES.

## LONDON TO NEW YORK AIR MAIL.

## TWO DAYS TO CROSS THE ATLANTIC.

St. Louis, October 2nd.

When completed the airship ZR3 will operate on a two-day mail service between New York and London, according to a statement by Rear-Admiral Moffett, chief of the Bureau of Aeronautics of the United States Navy.

## CLAN VESSEL IN DANGER.

Port St. Mary, October 2nd.

Owing to a strong wind, and the vessel straining, it is thought advisable to leave the *Clan MacLester* until the weather moderates. The vessel has listed to port, making it necessary to take all hands off.

## THE RUHR.

Düsseldorf, October 2nd.

The occupation authorities have ordered the dissolution of the German security police at Düsseldorf in consequence of Sunday's incidents.

## INDIAN FRONTIER MURDER.

Simla, October 2nd.

Captain Baker Jones, of the Indian Medical Service, has been assassinated near Loralai by a Wazir fanatic.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## BANQUE INDUSTRIELLE DE CHINE.

Paris, October 2nd.

On the application of a shareholder of the Banque Industrielle de Chine, the Examining Magistrate has opened an enquiry into charges against Pernotte, Andre Berthelot, Kohli and Borel, ex-officials of the Bank, for having "entered a financial operation for their own benefit."

The interested parties have been informed of the allegations.

## INCREASE IN CHINESE CUSTOMS REVENUE.

## EXCEEDED BY COST OF FOREIGN LOANS AND INDEMNITY.

Peking, October 3rd.

Reuter's correspondent learns that the net customs revenue for the first nine months of this year was only about Shanghai Tael 3,300,000 over last year's net collection for the same period, while the cost of foreign loans and indemnity charged to this revenue during the first nine months of this year is Shanghai Tael 6,600,000 more than it was during the corresponding period last year.

The cost of foreign loans and indemnity has risen owing to: firstly, the fall in exchange; secondly, large sums were required to meet in gold the Boxer indemnity payments; thirdly, the fact that instalments for redemption of the 1913 re-organisation loan fell due from July this year.

## TIN PLATES FOR THE FAR EAST.

## LARGE ORDERS FOR BRITISH FIRMS.

LONDON, October 2nd.

As the result of further orders of tin plates and sheets for Japan and the Far East being placed with Swansea firms, most of the makers are booked up to December 31st and some until Easter.

## JAPANESE EARTHQUAKE DISASTER.

## CANADIAN CHURCHES TO MAKE APPEAL FOR FUNDS.

Ottawa, October 2nd.

All the Churches of Canada, on the request of the Canadian Red Cross Society, will make special reference and an appeal for funds on behalf of the Japanese earthquake calamity. The appeal will be made on the two coming Sundays.

[FROM THE "DAILY BULLETIN."]

## FOREIGNERS IN YOKOHAMA.

## "THEY ALSO SERVE WHO ONLY STAND AND WAIT."

Osaka, October 2nd.

It is now four weeks since the earthquake, and there are still between 125 and 200 foreigners remaining in Yokohama, who, according to a correspondent of the Japan Chronicle, consist of those who are infirm, those who are standing by, or who are unable to assist themselves, of whom all are in very great need of help with the coming on of winter in food, strong warm clothing and footwear.

While the Japanese have hitherto rationed foreigners, the latter are mostly dependent upon unofficial supplies, which are soon giving out.

There are suitable American stores in abundance on the wharf, but officials, concerned with the relief distribution and hampered by red tape, is moving very slowly. Still, the utmost goodwill and temper prevail on every side. The town itself is gradually clearing up, which, except for the principal streets, is largely an individual effort.

The smell at many places is awful, but the most sanitary conditions prevail in the outlying, unburned out or newly constructed districts, where, consequent on prolonged heat, the flies are increasing. Still, improvements are being rapidly effected, and cases of infectious disease are believed to be very few. Though the city is under martial law, the soldiers are little in evidence, the night guards consisting principally of those civilians organised immediately after the earthquake.

(Continued at foot of next column.)

## THE COLTMAN CASE SETTLEMENT.

## STATEMENT BY LEGATION.

The U.S. Legation at Peking has issued the following statement relative to the settlement of the Coltman case:

As a result of the unwarranted attack already described on the American Consul and Mr. Coltman, the American Government made the following five demands for the satisfactory settlement of the case, and these have now been complied with in the manner indicated below:

1.—An apology from the Chinese Government for the affront to the American Government.

The Chinese Minister for Foreign Affairs addressed a note to the American Minister on January 3rd tendering the formal apologies of the Chinese Government for this incident.

2.—A formal apology from the Tatum of Chahar (Military Governor of the Province).

The Military Governor of Chahar, came to the American Legation on the morning of May 5th and in the presence of the Consul, Military and Naval Attaches and Secretaries, and apologized in person to the American Minister for the firing on the American Consul and Mr. Coltman.

3.—The summary dismissal from the Chinese Army of the Chief of Staff of the Military Governor, the Chief Adjutant, and the third officer who was present at the guard station.

The Chinese Minister for Foreign Affairs notified the American Minister on May 25th, that on the petition of the Ministry of War and the General Staff, a Presidential Mandate was issued on May 23rd by which Meng Hsing K'ai, Chief of the Staff and concurrently Chief of the Military Affairs Bureau of the Office of the Tatum of Chahar, was relieved of his original and concurrent posts, and that the Ministry of War had deprived Chief Adjutant Chou Ting Ming, and Special Adjutant Wang Kung Chuan of their appointments, and relieved them of their official duties as punishment.

4.—Indemnity for Mr. Coltman's family determined by the American Government.

The Chinese Minister for Foreign Affairs, in a note to the American Minister dated May 25th, stated that the Chinese Government accepted the American Government's demand for an indemnity of \$25,000 (Gold). This sum was paid to the American Minister by the Ministry of Foreign Affairs in September 20th.

5.—Cancellation of prohibition of transportation of currency by American merchants.

The Chinese Minister for Foreign Affairs informed the American Minister on January 10th that in future no further demand would be made on the part of the Chinese authorities to prohibit the transportation of specie by American merchants for use in the conduct of their business.

## PROPOSED £1,000,000 ROAD.

## NEW MANCHESTER SCHEME.

The Corporation of Manchester is considering a scheme which is supported by several important members of the Town Planning Committee, for the construction of a road into Cheshire, at a cost of one million sterling. The road would go out of Manchester, via Northenden, and would involve the building of several bridges. It would be one of the finest roads in the North of England. The opinion of members of the Town Planning Committee is that such a road is more urgently needed than the proposed new Manchester to Liverpool highway, as the Manchester out-let into Cheshire is at present dangerously congested, especially at weekends. This already passed involving only a quarter of the sum mentioned, and it is urged that it would save Manchester much uneasiness on account of possible irritation among the unemployed next winter.

## PRESIDENTIAL ELECTION CAMPAIGN.

## ELECTORAL COLLEGE ASSEMBLIES TO-DAY.

PEKING, October 2nd.

The Presidential Election preparations are proceeding apace, and \$4,000,000 has now been collected, which is deemed sufficient.

It is expected that the electoral college will assemble on October 10th. Should it fail to elect a President on that day, it will meet on any day or days before Oct. 10th.

It is stated by reliable authorities that Tsao Kun is preparing to go to Peking, that Lu Chin will take charge of the affairs of the Inspector-General, that Wang Cheng Ping will be promoted Tachun of Chihli, and Tiao Jui reinstated Governor of Chihli.

It is reported that Tsao Kun's delegate who went to Mukden was not cordially received.

Another problem arising from the Presidential Election is, who is to succeed to the Inspector-General of the Three Provinces?

Wu Pei Fu is regarded as the most logical successor, but it is understood that Feng Yu Liang's merits regarding the election of Li Kuan-Hung are not to be overlooked.

## SOCIALISM IN ACTION.

## THREE SHIPPING VENTURES.

## AN OBJECT LESSON.

[BY ARCHYDALL HURD.]

We are frequently told to look towards the Dominions if we would study the working of various Socialistic theories; but it is not always easy to get at the facts. Statistics, handled with intention, can be made to prove almost anything. Once a Socialistic experiment is entered upon, its supporters indulge in a good deal of wriggling before they admit defeat. If failure is demonstrated beyond cavil, then they parade what they claim to be indirect benefits, which are sometimes incapable of effective exposure. But the Prime Minister of Australia has provided an admirable illustration of the way in which the nationalisation of industry works by revealing the history of the adventures in shipping of his own Dominion and Canada, and he is surely above reproach.

Shipping is an international trade, and it may be said stands alone; but all the trade of this country is, in varying degree, international, because our prosperity depends upon the extent to which we succeed in selling goods or rendering services, such as banking and insurance, to other people. We cannot hope to hold our own in exporting manufactured goods or coal, or in performing various financial operations, unless efficiency is combined with cheapness. The Socialists profess to believe that they can so reform human nature that men will work for the community at large more cheaply and more efficiently than they will work for the support of their own families; and under the New Social Order everyone is to be happy and well-to-do.

## AUSTRALIA'S LOSSES.

Mr. Bruce, the Australian Prime Minister, has just delivered the funeral oration over the most ambitious scheme of nationalisation which his Dominion has ever attempted. During the war that Government acquired a number of ships, which it proceeded to operate under ideal conditions; there was a shortage of tonnage, and, though British shipping was controlled and subjected to a severe limitation of freight rates, the Australian ships ran free from all restraint as to sailings and also as to profit. We heard a good deal at that time of the success of the venture under these exceptional conditions. But, as every business man realises, it is necessary to take long views in commerce, and we now know the sequel in the case of the Australian State Fleet. The venture is being wound up, and Mr. Bruce has explained why this course is being taken. The experiment has proved far too costly to be continued, as the following official statement indicates:

Gross loss, year ended June 30th, 1922	£1,171,000
Estimated gross loss for year ended June 30th, 1923	1,626,150
Total	£2,797,150

Gross capital cost of fleet	£14,150,038
To-day's estimated market value	4,718,160

What do these figures indicate? They reveal a capital loss, which has come out of the pockets of the Australian people, of nine and a half million pounds, sterling; and, in addition, a revenue loss of nearly £2,800,000; and if those losses be effect against the profits made during the "shipping boom" and account be taken of the insurance fund, the Australians are apparently over £6,000,000 out of pocket. It is also suggested by Mr. Bruce's speech that this shipping, unlike the British shipping, has contributed nothing to the Commonwealth Treasury by way of taxation, even when during the boom it was making profits.

At any rate, failure is now admitted. The heavy losses are to be wiped out, and the ships are to be handed over at the reduced valuation to a Board of not less than three or more than five directors, who will be appointed by the Government. They will, we are assured, be free from political interference. I wonder! With the ships, the Board is also to take over the Cockatoo Dockyard, another State venture, which cost £2,275,000 and is now valued at £400,000. The Board will have no working capital, and, since the Government are holding the Debentures on the full, though reduced, valuation of the properties, it is admitted that it cannot go to a bank or other financial institution and obtain an overdraft in the ordinary way. It is provided that "the Treasurer shall, out of the Consolidated Revenue, advance to the Line a sum for working capital, or shall guarantee an advance by a bank for working capital for the Line of an amount that shall not exceed 25 per cent. of the capital for the time being outstanding." That means that the Australian taxpayers, having lost about eight millions sterling on this venture, are to be called upon to find a further large sum for working capital. That, of course, is their affair, and not ours. But their experience is not without interest, as the Socialists in our midst tell us it is to those young and enterprising Dominions that we should look for guidance. Far be it for me to criticise any acts of the Australian Government; but the consequences of those acts are worth study.

## CANADA'S EXPERIENCE.

Canada, as well as Australia, embarked in shipping during the boom period, and Mr. Bruce has given us a statement of the costs of this adventure to the Canadian taxpayers:

Gross loss, year ended Dec. 31st, 1921	£1,800,000
Gross loss, year ended Dec. 31st, 1922	2,000,000
Interest	1,000,000
Total	£4,800,000

Gross capital cost of fleet	£14,000,000
To-day's estimated market value (say average £10 per ton d.w.)	3,000,000

It is small wonder, in the light of these figures, that the majority of the Canadians came to the conclusion long since that there was no money to be made from shipping under State management. And they, like the Australians, have also had to pay a heavy price for their Government's adventure in shipbuilding. It was recently stated that the Canadian State ships and the national railways represented a loss which absorbed the whole yield of the income tax. These Dominions have learnt that the State cannot build ships, nor run ships, at a profit. And what is true of shipping is true of railways, mines, and other industries. The State is a failure in business, whether its activities be viewed from the angle of its employees or the taxpayers; and by its inefficient management and rising losses it contributes to the impoverishment of the community at large.

While giving the history of Australian and Canadian State shipping, Mr. Bruce also turned an eye to the United States, and presented, for the edification of the Australians, the balance-sheet of the United States Shipping Board:

Two years' estimated loss (up to March 17th, 1923, and excluding interest and depreciation)	£20,000,000
Estimated gross capital cost of fleet	£14,000,000
To-day's estimated market value (about 10,000 tons d.w.)	60,000,000

## AN EFFECTIVE WARNING.

The Australian taxpayers, it was suggested by Mr. Bruce, might turn from their own losses to the even heavier losses of the Americans, and congratulate themselves that they had not fared so badly. But, if we bear in mind the disparity of population and wealth of Australia and of the United States, it is not by any means certain that the Australians have much ground for satisfaction. After all, the losses on the American State shipping have been incurred by a country which is fabulously wealthy, and which has a population of 110,000,000, whereas the Australians number less than 6,000,000.

It would be a task of supererogation to stress the moral of these three experiences in nationalisation. The experiments were tried by different Governments under varying conditions. All who were concerned in the management and operation of the ships, according to the Socialists, worked under the encouraging and uplifting inspiration that they were promoting, not their own selfish interests, but the welfare of the community at large. And yet these adventures have failed. They are all bankrupt, and the losses have fallen upon the general body of taxpayers. That is not our concern. I would not dare to do more than suggest that, since we are urged to watch the working out of nationalisation schemes overseas, we should take note of the figures revealed by Mr. Bruce. We may also congratulate ourselves that, though British shipping under efficient private management is passing through a period of serious depression, the British taxpayers have not to make good those losses. On the contrary, they profit directly from the low level to which freights have fallen, while in the immediate past they have gained by the many millions British ship-owners have paid into the Treasury in income tax, corporation tax, and excess profits duty.—Daily Telegraph.

## TOURING BURGLARS.

## 20 HOUSES BROKEN INTO ON THE WAY.

Robberies at country mansions committed by skilled burglars who live in towns will unquestionably increase in number, says a London paper, unless drastic measures are taken to make these during and swift raids more perilous to thieves.

Not only do they make sudden dashes by motor-car from town into the heart of the country—a sort of tip and run burglary raid—but they also make long and profitable tours from one end of the country to another, breaking into houses after hours in the course of their journey and getting away safely with their booty.

In one recent case burglars motored from the south to the north of England and stayed at the best hotels. They branched off from the main roads occasionally to break into no fewer than 20 houses. In at least one instance—an historic castle in Kent—they even had the audacity to take their motor-car up a drive a mile and a half long and to pull up within a few yards of the main door.

The only way to stop these riders is by a more co-ordinated police system, better means of transmitting news of robberies and more motor-cars for the police, especially during the night.

Last winter when burglary was rife in London a large number of men were sent out in plain clothes to watch suburban roads for known thieves and suspects. These policemen tracked down scores of housebreakers, and those who escaped the net became so scared that they are actually afraid to take part in any enterprise.















# ELLERMAN & STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong. Subject to Alteration.

CITY OF LINCOLN 19th October ... Shanghai, London, Rotterdam & Hamburg.

## PASSENGER SERVICE.

CITY OF KARACHI 21st October ... Shanghai and Kobe.  
CITY OF KARACHI 27th November ... Marseilles & London.  
CITY OF PARIS 2nd January ... Do.  
CITY OF CANTERBURY 31st February ... Do.  
CITY OF YORK 30th March ... Do.  
CITY OF CAIRO 19th April ... Do.

## FARES TO LONDON.

SINGLE 1st Class "A" £1.92. "B" £1.81. 2nd Class "A" £1.63. "B" £1.56.  
RETURN "A" £3.81. "B" £3.47. "A" £3.08. "B" £2.98.

For further particulars apply to—

THE BANK LINE, LTD.

HOLYOAK, MASSEY & Co., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

DOUGLAS STEAMSHIP CO., LTD. AND UNION MUTUAL S.S. CO., LTD.

## AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

1. "HERSEUS" ... via Suez Canal ... 15th Oct.  
2. "KARON" ... via Suez Canal ... 15th Oct.  
3. "ALCANTARA" ... via Suez Canal ... 25th Oct.  
4. "CITY OF OREN" ... via Suez Canal ... 5th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and passengers apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.  
(FROM SWIRE & CO., LTD.)  
HONGKONG & CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

# M. MESSAGERIES MARITIMES M.

S. VOIES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CORDILLERE	—	—	18th Oct.
ANGERS	—	—	30th Oct.
ORILLI	7th Sept.	10th Oct.	13th Nov.
ORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class 1st Cabin and Free Doctor's Attendance.)  
A CLASS (1st Class) £1.00. B CLASS (1st Class) £1.00. C CLASS (1st Class) £1.00.  
STEAMERS (2nd) £0.80. STEAMERS (2nd) £0.80. STEAMERS (2nd) £0.80.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.  
LIGNE COMME VOIES (OCEANIC LINE).

C. P. "LECOQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 13th Oct., and may create (if sufficient in number) offers.  
Bordeaux, Rotterdam (if sufficient in number) offers.  
Also through B/Lading issued to LELINFOR, REVAL and RIGA.

Sailings subject to alteration without notice.

For full particulars apply to—

MESSAG. MARITIMES CO.,

Telephone: Central 740. 2, Queen's Building.

CONSIGNATION—TRANSPORT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class "Coast" Steamers having good accommodation for First-Class Passengers, Fleet, Well Lighted and Fast in steaming, and excellent cuisine.

FOR

SWATOW, AMOY & JOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HONGKONG Capt. W. O. Patterson Friday, 5th Oct., at 4 p.m.  
HONGKONG Capt. Ellis Walker Tuesday, 9th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near State Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,

(General Managers) 31/3

# JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 1 PEDDER ST., HONGKONG.

# P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"MANTUA"	10,902	10th Oct. Midnight	3 days, Mar. Gih. L'don & A'warp.
"BOUDAN"	6,896	17th Oct.	3 days, Penang, Colombo & B'way.
"KARNATA"	9,098	19th Oct.	Mar. Gih. L'don & A'warp.
"CALEDONIA"	7,832	2nd Nov.	3 days, Mar. Gih. L'don & A'warp.
"NELORE"	6,853	8th Nov.	Mar. Gih. L'don & A'warp.
"SICILIA"	6,813	14th Nov.	3 days, Penang, Colombo & B'way.
"MALWA"	10,741	16th Nov.	Mar. Gih. L'don & A'warp.
"KALANJA"	7,023	24th Nov.	Marseilles, London & Antwerp.
"BOUDAN"	9,098	30th Nov.	do.
"KARNATA"	6,896	12th Dec.	do.
"DEVANHA"	8,092	14th Dec.	3 days, Penang, Colombo & B'way.
"KAISAR-HIND"	11,430	28th Dec.	Mar. Gih. L'don & A'warp.

## 1924.

S.S.	Tonnage	From Hongkong (about)	Destinations
"KARNATA"	9,098	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MANTUA"	11,089	25th Jan.	do.
"KARNATA"	8,440	8th Feb.	do.
"MANTUA"	10,911	22nd Feb.	do.
"KARNATA"	9,098	7th March	do.
"MANTUA"	15,883	21st March	do.
"KARNATA"	6,897	4th April	do.
"MANTUA"	7,851	18th April	do.
"KARNATA"	9,098	2nd May	do.
"MANTUA"	8,440	16th May	do.

## BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destinations
"TAKADA"	6,849	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	6,206	18th Oct.	do.

## EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destinations
"ARAFURA"	6,000	6th Oct. Noon	Manila, Sandakan, Thursday.
"ST. ALBANS"	4,500	2nd Nov.	Laos, Townsville, Brisbane, Sydney & Melbourne.
"FASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (See schedule, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton via London via Panama Canal.

## SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destinations
"MALWA"	10,941	6th Oct. D.L.	Shanghai, Moji & Kobe.
"TORILLA"	6,206	17th Oct.	Amoy, Shanghai, Moji & Kobe.
"SOFALA"	5,381	9th Oct.	Kobe direct.
"ST. ALBANS"	4,500	2nd Nov.	Moji & Kobe.
"KARNATA"	9,098	18th Oct.	Shanghai, Moji & Kobe.
"CALEDONIA"	7,832	20th Oct.	Shanghai.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Class Passengers may travel by R.I.S.K. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "CELTIC PRINCE" ... on 4th October.

S.S. "SLAVIC PRINCE" ... on 31st October.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

(Incorporated in Great Britain)

Telephone: Central 3165. Telegrams (Furnes) 100.

10, St. George's Building.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colonbo, Suez and Port Said.

"LONDON MARU" ... Monday, 15th Oct.

"PARIS MARU" ... Monday, 22nd Oct.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY, BORNED MARU (Call at Penang) ... Saturday, 6th Oct.

"HIMALAYA MARU" ... Saturday, 20th Oct.

BANGKOK, SINGAPORE & SINGAPORE ... Thursday, 1st Nov.

"BUSHO MARU" ... Friday, 19th Oct.

CALCUTTA via Singapore & Rangoon.

"MALAY MARU" ... Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports

"MANILA MARU" ... Friday, 19th Oct.

NEW YORK via Japan Ports San Francisco and Panama.

"HAGUE MARU" ... Middle of Oct.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya

"INDO MARU" ... Tuesday, 9th Oct.

"SUMATRA MARU" ... Sunday, 14th Oct.

"AMUR MARU" ... Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY.

"KALIO MARU" ... Sunday, 7th Oct. 10 a.m.

"SUWA MARU" ... Sunday, 14th Oct. 10 a.m.

TAKAO via SWATOW & AMOY.

"BOHU MARU" ... Thursday, 11th Oct. 8 a.m.

TAKAO & KEELUNG.

"SOURABAYA MARU" ... Thursday, 4th Oct.

For further particulars please apply to—

OSAKA SHOKEN KAISHA

8, SEIMA, MANAMA.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW & SHANGHAI	"SOOCHOW"	On 4th Oct. 10 a.m.
HONGKONG	"KASHING"	On 4th Oct. 10 a.m.
AMOI & SHANGHAI	"SHANSHI"	On 5th Oct. D.L.
HOIHOW & SINGAPORE	"CHIN HUA"	On 5th Oct. 10 a.m.
SWATOW & SINGAPORE	"SINKING"	On 5th Oct. D.L.
WHAHAIWICHIEFOO & NEWCHWANG	"CHEKING"	On 7th Oct. D.L.
SWATOW & SHANGHAI	"LIANGCHOW"	On 7th Oct. 10 a.m.
SWATOW & SINGAPORE	"K'ANGCHOW"	On 7th Oct. Noon.
AMOI & SHANGHAI	"YINGCHOW"	On 8th Oct. D.L.
SWATOW & BANGKOK	"KINGYUAN"	On 9th Oct. Noon.
SHANGHAI	"LUCHOW"	On 10th Oct. D.L.
HOIHOW, TAKHOI & HAIPHONG	"YUNNAN"	On 10th Oct. 10 a.m.
MANILA	"TEAN"	On 10th Oct. 4 p.m.
AMOI, SWATOW & SINGAPORE	"K'ANGYUAN"	On 11th Oct. D.L.
ANTUNG	"WUHU"	On 11th Oct. D.L.

SHANGHAI LINE.—Excellent Saloon accommodation on ship, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct, extending to Tientsin). Cargo taken on through B/Lading to all Hongkong and North China ports. Passengers for Shanghai do not require to tranship at Wuchang.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE  
HONGKONG & CANTON. Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Son, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	From Hongkong	Leave Hongkong for Manila
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE.  
Telephone Central No. 38. (John Swire & Son, Ltd.) Agents.

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.	Ship	Leave Hongkong	Arrive
U.S.S.B.	"West Cayman"	4th Oct.	Leave Hongkong 4th Oct.
U.S.S.B.	"Mura"	5th Oct.	Leave Hongkong 5th Oct.
U.S.S.B.	"Mura"	25th Oct.	Leave Hongkong 25th Oct.
U.S.S.B.	"Mura"	26th Oct.	Leave Hongkong 26th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEAPORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO SINGAPORE.

U.S.S.	Ship	Leave Hongkong	Arrive
U.S.S.B.	"West Cactus"	4th Oct.	Leave Hongkong 4th Oct.
U.S.S.B.	"West Ivan"	6th Oct.	Leave Hongkong 6th Oct.
U.S.S.B.	"West Ivan"	26th Oct.	Leave Hongkong 26th Oct.
U.S.S.B.	"West Ivan"	31st Oct.	Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

## TO MANILA AND P. I. PORTS.

U.S.S.	Ship	Leave Hongkong	Arrive
U.S.S.B.	"West Sequana"	31st Oct.	Leave Hongkong 1st Nov.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

General Agent for JAPAN, CHINA, PHILIPPINES, INDU-CHINA, STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 3008. E. A. HEYUM, Res. Agent.

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## DODWELL & CO., LIMITED

## NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

"SUHGA" ... sailing on or about 23rd Oct.

"BOSTON CASTLE" ... sailing on or about 12th Nov.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

## FOR SHANGHAI YOKOHAMA & KOBE.

"FIUMEL" ... sailing on or about 2nd Nov.

"DUCHESSA DAOSTA" ... sailing on or about 2nd Dec.



